



SAFETY Network

April 2012

www.michigan.gov/ohsp

APRIL IS NATIONAL DISTRACTED DRIVING AWARENESS MONTH

New survey indicates Michigan motorists feel texting, talking drivers more likely to crash

More than 80 percent of Michigan motorists feel drivers talking on cell phones are more likely to be involved in a crash, despite the fact more than 56 percent admittedly make and accept cell phone calls while driving, according to a statewide phone survey conducted for the Michigan Office of Highway Safety Planning (OHSP).

The percentage jumps to nearly 96 percent when asked about potential crash involvement for drivers who are texting or e-mailing while driving. According to

Michigan crash data, nearly 4,000 crashes in 2010 listed the driver condition as distracted. Cell phone use was indicated in 881 crashes.

The 600-sample telephone survey was conducted by Glengariff Group, Inc., in advance of April's National Distracted Driving Awareness Month. Those surveyed were asked about driving habits, cell phone use and texting while driving, Michigan's texting law, and their stance on cell phone legislation. *Continued on page 8 >*



17th Annual Michigan Traffic Safety Summit draws nearly 500

Nearly 500 people attended the 17th Annual Michigan Traffic Safety Summit at the Kellogg Hotel & Conference Center in East Lansing, March 20-22. The conference, sponsored by the Michigan Office of Highway Safety Planning and largely supported by federal traffic safety funds, offered the latest information on the four E's of traffic safety—enforcement, educa-

tion, engineering, and emergency medical services.

General session speakers included:

- >> James Sayer, Ph.D., associate research scientist with the University of Michigan Transportation Research Institute
- >> Brian McLaughlin, senior associate administrator for Injury Control with

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Click It or Ticket campaign starts May 21

More than 165 law enforcement agencies from 26 counties will continue the spring tradition of seat belt enforcement by taking part in the *Click It or Ticket* campaign May 21-June 3.

Click It or Ticket is a national mobilization where officers across the country will take to the streets focusing on unbuckled motorists utilizing daytime seat belt enforcement zones and nighttime patrols.

In Michigan, the campaign will be supported by television, radio, cable, and internet advertising, funded through federal traffic safety dollars.

Participating counties include: Allegan, Bay, Berrien, Calhoun, Chippewa, Delta, Genesee, Grand Traverse, Houghton, Ingham, Jackson, Kalamazoo, Kent, Livingston, Macomb, Marquette, Monroe, Muskegon, Oakland, Ottawa, Saginaw, St. Clair, Van Buren, Washtenaw, Wayne, and Wexford.



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OHSP summer focus on belts, impaired driving, and motorcycle safety

Michael L. Prince, Michigan Office of Highway Safety Planning director

I am utilizing this issue of the Safety Network News to announce major programming efforts to address three key traffic safety problem issues in the summer of 2012.

Unbelted Traffic Fatalities: Buckling up is the fastest, cheapest, and best method of reducing traffic fatalities, injuries, and their economic costs. Without the use of seat belts, most safety features in today's motor vehicles are less effective. However, since 2003, (two years after the establishment of Michigan's primary seat belt law), 2,238 people have died unbelted in traffic crashes in our state. With a usage rate of 94.5 percent, more than five of every 100 front seat occupants are not wearing a seat belt. This is completely unacceptable for a state that holds the all-time national safety belt use record of 97.9 percent and that led the nation in seat belt use for two consecutive years. To reverse this trend, the Michigan Office of Highway Safety Planning (OHSP) is implementing an aggressive effort to increase seat belt use this coming summer.

OHSP is funding one of the largest seat belt campaigns ever in 2012 with \$1.1 million of overtime patrols focusing on enforcement of the state's seat belt law. At the same time, we are urging a "zero tolerance" approach for seat belt violations by all law enforcement agencies.

A major public information and education effort will be launched, including television and radio advertising, to drive home the message to all motorists that the state seat belt law is being strictly enforced and the fine is \$65. Regardless of what you hear, this is not about revenue generation. If it was, we would not publicize our enforcement efforts and ask for voluntary compliance. This is a hollow argument that ignores the fact it would be

more beneficial for revenue generation to avoid publicity altogether. The fact is, we prefer voluntary compliance of all traffic laws. That is and always will be our goal.

Alcohol/Drug Impaired Driving:

While the trend for alcohol-involved fatalities continues downward, drug-involved fatalities were up in 2010 by 29 percent. For 2012, OHSP will fund training for more than 1,200 officers in alcohol and drug detection techniques and training updates for an additional 1,400. The goal is to ensure every deputy, officer, and trooper enforce



ing traffic laws has completed the basic Standardized Field Sobriety Testing course. Many more are taking the next level of training, Advanced Roadside Impaired Driving Enforcement.

Recently we graduated the second Drug Recognition Expert (DRE) School, bringing the number of police officers trained as DREs in Michigan to 29.

High-visibility enforcement will take place in 26 counties this year and will be supported through \$2.4 million in federal traffic safety dollars, with a \$750,000 paid ad campaign around the Labor Day holiday to close out the summer. In addition, \$600,000 in grant funding will support the

initiation or expansion of up to 16 sobriety courts. Sobriety courts are proven to be one of the most effective methods to reduce recidivism of impaired drivers by addressing the underlying issue of addiction.

Motorcycle Crash Injuries and Fatalities:

More than 10 percent of Michigan's traffic fatalities annually involve motorcycles. Driving these numbers down is going to require emphasis in two areas, rider training and promoting use of high-visibility protective equipment, including helmets, within the rider community. In support of the Department of State's Motorcycle Safety Training Program, OHSP has provided more than \$360,000 to purchase 90 new training motorcycles for the state's fleet to improve the quality experience of the state's Basic Rider Course. We will also continue providing support for the Advanced Rider Course (ARC). Basic and advanced rider training is critical to improve the level of crash avoidance skills within the riding community. In 2011, Michigan led the nation in enrollment for the ARC, and we are looking forward to that continuing in 2012.

OHSP is exploring a campaign to promote the use of high-visibility protective riding gear to reduce crashes. No one intentionally pulls out in front of a motorcycle. They do it because they don't see the rider. An aggressive campaign to increase the use of high-visibility protective gear can only reduce crashes, fatalities, and injuries.

We are looking forward to a safe summer of successful traffic safety programming. Enjoy what our wonderful state has to offer and remember that the only acceptable number of fatalities on our roadways is zero.

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Spring drunk driving enforcement campaign featured QR code coasters that encourage safe, sober rides

QR codes (quick response) are the latest "tech"-nique to curb drunk driving by helping motorists easily find a safe, sober ride home. Hundreds of bars and restaurants in Michigan served drinks on coasters featuring the specially designed code during a recent spring drunk driving campaign. Using a smartphone app to scan the code, users were provided with a phone list of local cab companies.

The QR code is meant to appeal to tech-savvy young adults who are more likely to own smartphones than adults as a whole. In 2010, men represented nearly 80 percent of drinking drivers in alcohol-involved fatal crashes. Of those male drivers, nearly 40

percent were men 21 to 34 years old. Statistics indicate men are arrested for drunk driving at a rate of nearly three to every one woman in Michigan.

With the help of the Michigan Licensed Beverage Association, the coasters were distributed to more than 500 members in locations where cab service is readily available.

Law enforcement agencies in 26 counties stepped up drunk driving enforcement March 13-April 2. The effort involved officers from local police departments, deputies from county sheriff offices, and troopers from the Michigan State Police.

More than 400 motorists were arrested for drunk driving during the crackdown. Of those arrested, 79 were charged under the state's high blood alcohol content (BAC) law with having a BAC of .17 or higher.

Officers also issued 148 seat belt and child

restraint, 722 speeding, and 425 uninsured motorist citations. Five stolen vehicles were recovered, 326 drivers were found to be driving on suspended licenses, 161 fugitives were arrested, and 214 other misdemeanor and felony arrests were made.

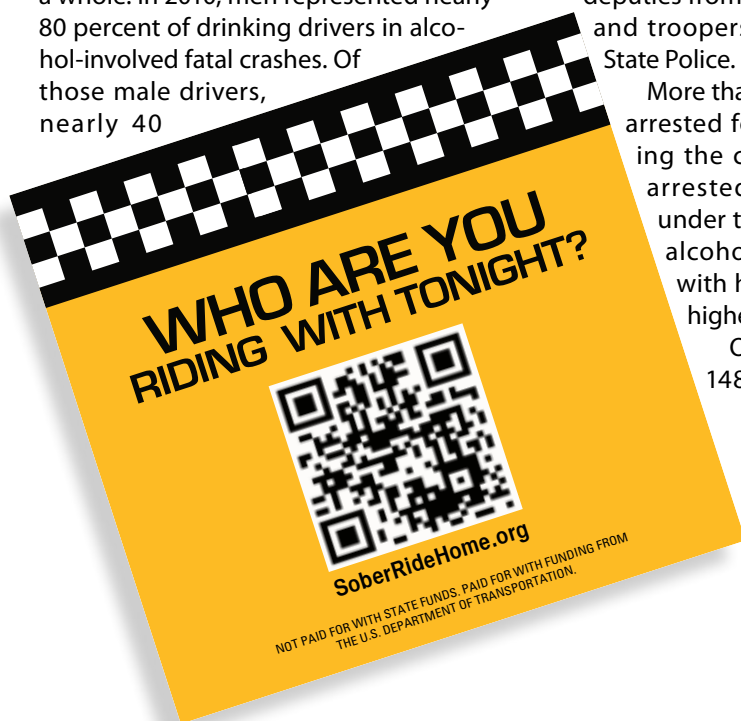
In the past, March drunk driving efforts focused only on St. Patrick's Day. A five-year review of crash data indicated alcohol use and failure to buckle up played a significant role in fatal and serious injury crashes in March and early April. March includes St. Patrick's Day, many school spring break periods, and college basketball tournament games.

Summit *Continued from page 1 >*

- the National Highway Traffic Safety Administration, Washington, D.C.
- >> Judge Harvey J. Hoffman, chief judge 56A District Court in Charlotte
- >> Jim Hedlund, Ph.D., principal with Highway Safety North, Ithaca, New York
- >> Stewart Wang, M.D., Ph.D., director of the International Center for Automotive Medicine at the University of Michigan Health System

Participants also learned about dementia and driving, crash scene management for motorcycles, sleep and its affect on traffic safety, and helping older drivers stay behind the wheel longer.

Presentations from the event can be viewed at www.michigan.gov/ohsp.



What's Ahead

MAY

National Youth Traffic Safety Month
Motorcycle Safety Awareness Month
Bicycle Safety Month

21-6/3 **Click It or Ticket** seat belt mobilization
www.nhtsa.gov

JUNE

18 **National Ride to Work Day (motorcycles)**
www.ridetowork.org

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The Significance of the People v. Koon case in the Michigan Court of Appeals

By Kenneth Stecker, Traffic Safety Resource Prosecutor, Prosecuting Attorney's Association of Michigan



The Motor Vehicle Code serves the purpose of promoting traffic safety.¹ The Motor Vehicle Code prohibits the operation of a motor vehicle by a person who has the presence of a Schedule 1 controlled substance in his or her body, regardless of the manner in which the person is operating.² Marijuana is a Schedule 1 controlled substance.³

The Motor Vehicle Code also proscribes the operation of a commercial vehicle if the operator's bodily alcohol content is .04 or higher⁴ and operators less than 21 years of age are prohibited from operating with .02-.07 bodily alcohol content regardless of how the motor vehicle is operated.⁵

It is a lack of scientific understanding of the effects specific quantities of marijuana have on driving ability that prompted the Michigan Legislature to enact a per se drug law prohibiting driving a motor vehicle with any amount of certain substances in one's body, including marijuana.

There are other states that have enacted a per se drug violation similar to the alcohol per se law in Michigan. Laws in Arizona, Georgia, Illinois, Iowa, Indiana, and Nevada have been challenged and found to be a proper exercise of legislative authority.⁶

In *Bennett v. State*, the Indiana Court noted as follows:

*"A fat ban on driving with any proscribed controlled substance in the body, whether or not capable of causing impairment, is permissible."*⁷

It is permissible because, unlike alcohol, there is "no acceptable level of drug use that can be quantified so as to dis-

tinguish between users who can drive unimpaired and those who are presumptively impaired."⁸ Consequently, the court held, "Our legislature could have reasonably concluded that no level of Schedule 1 or Schedule 2 controlled substances can be acceptably combined with driving a vehicle."⁹

In *People v. Koon*, the charges against the defendant, Rodney Koon, arise out of a February 3, 2010, incident, in which Koon was stopped by a Grand Traverse County Sheriff's Office deputy for speeding. During the traffic stop, the deputy detected the odor of marijuana coming from the vehicle. The defendant told the deputy that he had consumed marijuana earlier that day. A blood sample was taken and sent to the Michigan State Police crime laboratory for testing.

A toxicology report indicated the presence of 10 ng/ml THC in defendant's body. Based on the toxicology report, the defendant was charged with violating the Michigan Motor Vehicle Code by operating a motor vehicle with any amount of Schedule 1 controlled substance in his body.

On November 16, 2010, the Grand Traverse County Circuit Court issued an opinion ruling that Michigan Compiled Law 257.625(8) conflicts with Section 333.26427(e) of the Michigan Medical Marijuana Act such that medical marijuana cardholders are permitted to operate a motor vehicle after using marijuana if it is used for medical purposes.

Therefore, the prosecutor is required to prove as an element of the offense that the defendant's impairment was due to the

use of the marijuana. In essence, the circuit court found that the Michigan Medical Marijuana Act supersedes Michigan Operating Under the Influence Drugs Per Se Law.

On February 8, 2012, the Michigan Court of Appeals heard oral arguments on this very significant issue. The Court of Appeals panel consists of Judge Peter D. O'Connell, Judge Amy Ronayne Krause, and Judge David H. Sawyer. It should be noted that at the oral arguments, Judge O'Connell noted, "The medical marijuana law does not change the state's driving code."

EDITOR'S NOTE: In *People v. Koon*, No. 301443, decided April 17, 2012 (Published), the Court of Appeals unanimously reversed the lower court's decision.

The Court of Appeals held that "The MMMA does not provide a protection against prosecution for violating MCL 257.625(8). Driving is a particularly dangerous activity; Schedule 1 substances are considered particularly inimical to a drivers' ability to remain in maximally safe control of their vehicles; and the danger of failing to do so affects not only the driver, but anyone else in the vicinity."

For more information on this article and PAAM training programs, contact Kenneth Stecker, Traffic Safety Resource Prosecutor, at (517) 334-6060 or e-mail at steckerk@michigan.gov. Please consult your prosecutor before adopting practices suggested by reports in this article. Discuss your practices that relate to this article with your commanding officers, police legal advisors, and the prosecuting attorney before changing your practice.

¹ Motor Vehicle Code, 1949 Public Act 300.

² Michigan Compiled Law 257.625(8)

³ Michigan Compiled Law 333.7212(1)(c)

⁴ Michigan Compiled Law 257.625M(1)

⁵ Michigan Compiled Law 257.625(6)(a)

⁶ *Williams v. Nevada*, 118 Nev 536, 50 P3d 1116 (2002)

⁷ *Bennett v. State*, 801 NE2d 170 (2003)

⁸ *Id.* At 176.

⁹ *Id.*

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GTSAC traffic safety awards presented to six organizations

The Governor's Traffic Safety Advisory Commission (GTSAC) honored six organizations at the group's annual awards luncheon March 21 at the Kellogg Hotel & Conference Center in East Lansing.

Each year the commission honors organizations, programs, and individuals for

outstanding contributions to traffic safety. The awards luncheon was part of the 17th Annual Michigan Traffic Safety Summit. One long-term and five traffic safety achievement awards were presented. Lieutenant Governor Brian Calley participated in award presentations this year.



Student Leadership Services, Inc. (SLS) was honored with the Richard H. Austin Long-Term Traffic Safety Award for empowering students to help their peers make good health and safety decisions. For the past 30 years, SLS has created opportunities for peers to influence or "save their peers" through school-based networks. Youth-led groups are trained to provide messages and programs to help their peers resist alcohol, chemicals, prescription and other drugs, and bullying. Formerly known as Students Against Drunk Driving, SLS impacts more than 35,000 Michigan youth annually.



The **Canton Department of Public Safety** was honored for using Data-Driven Approaches to Crime and Traffic Safety to reduce crime and crashes. The department identified areas of high crime and crash and conducted high-visibility enforcement during a six-month period in 2011. Officers issued nearly 2,900 citations and made 358 arrests. The crimes of burglary, larceny, and automobile theft dropped 17.5 percent and crashes were reduced by 24 percent compared to the same time period in 2010.



The **Drug Recognition Expert (DRE) Program Steering Committee** was honored for establishing a DRE training program and hosting the state's first DRE school. DREs are trained to recognize signs of impairment in drivers under the influence of drugs other than, or in addition to, alcohol and to identify the category or categories of drugs causing the impairment. Two classes have been held with 29 DREs completing the three-week training course.

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The **Michigan Center for Advancing Safe Transportation Throughout the Lifespan (M-CASTL)** was honored for advancing expertise and technology related to the safe transportation of young people and older adults. Recognizing that both young people and older adults present unique safety and mobility challenges, M-CASTL has sponsored more than \$1 million in traffic safety research, supported 20 students at the University of Michigan Transportation Research Institute, and published articles, technical reports, and abstracts on traffic safety issues.



The **Genesee County Metropolitan Planning Commission and Michigan Department of Transportation** were honored for reducing crashes by reconfiguring 60 road segments using the road diet strategy. These roadways have experienced crash reductions between 15 and 47 percent. The road diet strategy reconfigures four through lanes into two through lanes with a dedicated left turn lane in the middle. This configuration maintains traffic flow while improving motorist safety.



The **Grand Rapids Fire Department, Kent County Road Commission, Michigan Department of Transportation, and Michigan State Police Rockford Post** were honored for partnering to create Utility 2, an emergency vehicle designed to protect emergency workers and approaching motorists at crash scenes. Utility 2 is equipped with a crash attenuator to absorb energy if it is struck by another vehicle and an elevated, lighted arrow board to help direct motorists around a crash. It has been deployed more than 100 times since it was put into service in August 2011.



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Macomb County law enforcement launch new policing strategy aimed at reducing teen-involved crime and traffic crashes

Law enforcement agencies in Macomb County are using a new policing tactic to reduce teen-involved crime and traffic crashes. Data-Driven Approaches to Crime and Traffic Safety (DDACTS) is a proactive strategy that maps crime and crash information to develop areas where crime and crashes overlap to direct patrols.

The Macomb County Sheriff's Office, Michigan State Police Metro Post, and Sterling Heights Police Department will be patrolling "hot spot" areas throughout the year as part of a federally funded teen seat belt DDACTS project. The goal is to increase teen belt use while reducing teen-involved traffic crashes and crime.

Michigan is the only state to receive a grant from the National Highway Traffic Safety Administration to conduct a teen-focused DDACTS project. The funding, coordinated by the Michigan Office of



Highway Safety Planning, covers evaluation, outreach, and planning for the project. Enforcement is provided by the agencies using regularly scheduled patrols.

Traffic crashes are the leading cause of death for teens. In 2010, eight motorists ages 15-20 died in Macomb County traffic crashes. Six of them were unbelted. As seat belts reduce the risk of serious injury or death by 50 percent, it is highly likely

some of those teens would have survived if they had buckled up.

The University of Michigan Transportation Research Institute (UMTRI) is overseeing project evaluation and conducted seat belt observation studies at 12 Macomb County high schools to determine the pre-DDACTS use rate for students. According to UMTRI, high school seat belt use is 96.8 percent, higher than the state's seat belt use rate of 94.5 percent. Observation studies will be conducted at the end of the project in February 2013 to see how DDACTS has affected teen seat belt use in Macomb County.

In addition, teen crime data will be reviewed monthly to determine the impact DDACTS is having on the crimes of burglary, larceny, robbery, murder, rape, aggravated assault, and motor vehicle theft involving teens ages 15-20.

Michigan doubles number of Drug Recognition Experts

Fourteen law enforcement officers and five prosecutors completed a three-week Drug Recognition Expert (DRE) course in January to enhance their ability to detect and better prosecute drivers suspected to be under the influence of drugs.

DREs are trained to recognize signs of impairment in drivers under the influence of drugs other than, or in addition to, alcohol and to identify the category or categories of drugs causing the impairment. DREs conduct a 12-step evaluation process to make this determination.

The new DREs are from the following departments: Durand, Grand Blanc Township, Grand Rapids, Grand Valley,



Lapeer City, Royal Oak, Southfield, and Utica police departments; Eaton, Livingston, and Washtenaw county sheriffs' offices; and the Michigan State Police Coldwater, Negaunee, and Paw Paw posts. Prosecutors from Branch, Ingham,

Kalamazoo, Ogemaw, and Wayne counties also attended the training.

Last year, 15 officers and four prosecutors went through the DRE training; prior to this class, Michigan had only three DREs statewide.

Although Michigan has experienced a decrease in alcohol-related crashes, fatalities, and arrests, it has noted an increase in drug-involvement in traffic crashes and injuries. In 2010, drug-involved fatalities increased by 29 percent with 153 motorists killed in crashes involving drugs. Some of that increase can be attributed to expanded testing requests.

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Texting Survey *Continued from page 1 >*

More than 42 percent of respondents believe a texting driver is as dangerous as a drunk driver, while 33 percent felt drivers talking on cell phones were as dangerous as drunk drivers.

Although Michigan law prohibits drivers from reading, manually typing, or sending a text message while driving, 8.2 percent of respondents admitted to sending texts and e-mails while driving and nearly a quarter of that group indicated they did so daily. More than 17 percent of respondents said they looked at incoming texts and e-mails while driving and 19.4 percent of them did this daily.

Age appears to play a role in distractions in the vehicle, with respondents under age 30 being significantly more likely to groom themselves, use cell phones to make and receive calls, or send and receive texts or e-mails while driving.

A copy of the survey results can be viewed at www.michigan.gov/ohsp.

To draw awareness to the dangers of distracted driving, the Michigan State Police disseminated a 30-second television public service announcement to television stations statewide. To view the clip, go to <http://youtu.be/pUVwAvltJ2Y>.

OHSP honored with PACE Award for First & 10 campaign

The Office of Highway Safety Planning (OHSP) will receive a 2012 PACE Award for its graduated driver licensing public service campaign from the Central Michigan Chapter of the Public Relations Society of America (CMPRSA).

OHSP will be presented with an Award of Excellence for developing a public service campaign titled *First & 10: Don't exceed your first passenger and don't drive after 10 p.m.* The campaign was designed to increase awareness of the change in driving restrictions for Level 2 drivers and educate parents and teens about the

changes. The campaign included television and radio public service announcements, billboards, posters, brochures, a reference card for law enforcement, Web page, and kick-off press event.

Held annually, the CMPRSA PACE Awards are mid Michigan's highest honor of public relations activities and are awarded to public relations practitioners who, in the judgment of their peers, have successfully addressed a contemporary issue with exemplary professional skill, creativity, and resourcefulness.

FIRST & 10
DON'T EXCEED YOUR FIRST PASSENGER.
DON'T DRIVE AFTER 10 P.M.

Fech joins OHSP and Kechkaylo named occupant protection coordinator

The Michigan Office of Highway Safety Planning (OHSP) made some recent staffing changes in April with Linda Fech joining OHSP as the special projects coordinator and Alyson Kechkaylo being selected as the new occupant protection program coordinator.



Fech previously worked for St. Lawrence Hospital as an administrative assistant for 19 years before joining the Michigan State Police in 1998. She worked in the Departmental Services Division, holding the position of fleet coordinator/fiscal manager for the last seven years.

In her position with OHSP, Fech will monitor the school bus and senior mobility programs. Fech has an associate's degree from Lansing Community College, has three sons, and resides in Lansing with her husband.

Kechkaylo was formerly the program outreach coordinator in OHSP's Communications Section. During her four years at OHSP she has coordinated media relations efforts for enforcement mobilizations, coordinated the Traffic Safety Committees and employer out-



reach program, and was the chair of the 2012 Michigan Traffic Safety Summit.

In her new position, she will be responsible for administering funding for car seats, training, and education, as well as serving as the statewide expert in adult and child occupant protection. She is a 2003 graduate of Central Michigan University where she studied public relations, journalism, and public affairs.

Prior to working at OHSP, she worked for the Michigan Lottery and Canadian American Corporation as an advertising account administrator.

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Former police officer, now bus driver, credited for saving student

A retired officer from the Sault Police Department, who is now a school bus driver for the Sault Ste. Marie Area Public Schools, was credited for preventing a tragedy on a slippery January afternoon.

According to official accounts, John Sparks had stopped the southbound bus to drop off a 13-year-old student. The

teenaged girl had exited the bus and was waiting for Sparks to signal her to cross the road when the driver of an approaching northbound Pontiac Aztec lost control.

Sparks yelled for the girl to return to the bus, and she hurried back inside just before the Aztec hit the front, driver's side of the bus. Officials said the teen would

have likely been crushed between the Aztec and the bus if Sparks hadn't been paying attention.

None of the students on the bus were injured, however, the 17-year-old driver of the Aztec sustained minor injuries and was transported to the hospital.



Five traffic safety awards presented at MACP conference

Five Michigan law enforcement agencies earned 2011 Awards for Excellence in Traffic Safety from the Michigan Association of Chiefs of Police (MACP), the Michigan Office of Highway Safety Planning (OHSP), and AAA Michigan. The awards were presented at the MACP Winter Training Conference in February.

The awards recognize the outstanding commitment the winning law enforcement agencies have made during the previ-

ous year to promote overall traffic safety. Programs are judged on four components: the scope and duration of the project, the complexity or difficulty of the project, the degree of innovation involved, and the results achieved. Eighteen applications were received for this year's competition.

The winning agencies received a plaque from AAA Michigan and will share \$41,000 in federal traffic safety funds from OHSP

to purchase traffic safety equipment or enhance local traffic enforcement efforts.

The 2011 award winners are:

- >> Norton Shores Police Department
- >> Holly Police Department
- >> Michigan State University Police Department
- >> St. Joseph County Sheriff's Office
- >> Livingston County Sheriff's Office

MSP assisting Idaho with speed limit reform

The Idaho Department of Transportation (IDT) recently embarked on a long-term program of speed limit reform for Idaho highways. Seeking to kick start the program, IDT asked F/Lt. Thad Peterson of the Michigan State Police Training Division's Traffic Services Section to present Michigan's experience with speed limit reform to Idaho's most influential traffic safety groups.

Over the course of two days, F/Lieutenant Peterson made presentations on Establishing Safe and Realistic Speed Limits to four groups: the Idaho Transportation Commission, the Idaho House of Representatives Transportation Committee, the Idaho Senate Transportation Committee, and the Idaho State Police and Boise City Police

Department upper command and traffic units.

Feedback from the presentations has been overwhelmingly positive, and efforts are underway to pursue the project in Idaho. Speed limit reform legislation that would link speed limits to the results of engineering studies was introduced in the Idaho House of Representatives shortly after the presentations.

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